

25X1A

CLASSIFIED MESSAGE

ROUTING

ORIG: [REDACTED] Approved For Release

2002/10/16 : CIA-RDP69B00404R000100240002-7

UNIT: 9 NOV 67

EXT: OXCART

DATE: [REDACTED]

TOP SECRET

25X1A

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FROM:

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INFO:

DEFERRED	PRIORITY	INITIALS
ROUTINE	OPERATIONAL IMMEDIATE	INITIALS

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INFO:

25X1A

PRIORITY

25X1A

25X1A

REF A:

B:

C:

SUBJECT IS CRITIQUE ITEMS - OPERATIONAL MISSION BX6732

1. REF PARA 1, REF B:

A. PER THE

FINAL FLIGHT PLAN, 25X1A

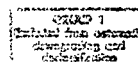
CAMERA TURN-ON POINT WAS PROGRAMMED 37 NM PRIOR TO ROLL-IN
OF TURN.

B. AS VERIFIED BY SC&DM LINE NUMBER 721, ACFT WAS STILL
IN CLIMB PASSING THRU FL 73.0 AT THE PROGRAMMED LEVEL-OFF
POINT. SC&DM FURTHER VERIFIES PER LINE NUMBER 725 THAT THE
ACFT WAS STILL IN CLIMB PASSING THRU FL 76.1 AT THE PROGRAMMED

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[REDACTED] CAMERA TURN-ON POINT.

C. REALIZE ROUTE BRIEFING WAS FOR PILOT TO CONTINUE UP TRACK WITH THE TANKER TO "DTG 410 TO POSITION 9," HOWEVER, BY STARTING CLIMB 55 MILES UPSTREAM FROM END A/R POINT, ^{APPARENTLY} LEVEL-OFF POINT AND SUBSEQUENT CHECKLIST ITEMS ~~ARE~~ DELAYED.

2. REF PARA 2, REF B:

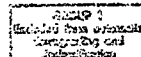
A. INFORMATION HERE INDICATES THAT TURNING Q BAY CONTROL "OFF" (AS WAS INADVERTENTLY DONE) HAS NO EFFECT ON DATA CHAMBER CORRELATION SINCE THIS MERELY TAKES SYSTEM OUT OF THE "WARM-UP" MODE. NO CAMERA OPERATION INVOLVED PER SE. FYI, REGARDLESS OF POSITION OF Q BAY CONTROL, THE DATA CHAMBER CLOCK STARTS OPERATING WITH INS TURN ON TO NAV MODE BEFORE START ENGINES CHECKLIST (APPROX 15 MINUTES PRIOR TO TAKEOFF). [REDACTED] CAMERA REPS CONCUR IN PRECEDING COMMENTS.

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B. PROJ HQ SC&DM DATA WAS ORIGINALLY USED TO VERIFY CAMERA TURN-ON POINT FOR THIS MISSION. INCREASED SCAN RATE OCCURS ON LINE NUMBER 760 OF SC&DM AT 21-28N; 103-58E. THESE COORDINATES IN AGREEMENT WITH FIRST PHOTO ON THIS FLIGHT LINE AS VERIFIED BY NPIC ANALYSIS.

3. REF PARAS 3A AND 3C, REF B:

A. THE COMPUTER FLIGHT PLAN USED FOR MISSION EXECUTION IS BASED ON PUBLISHED PERFORMANCE DATA CONTAINED IN THE A-12 UTILITY FLIGHT MANUAL AND MUST CONTINUE TO BE USED AS OUR PLANNING BASE UNTIL CHANGED BY SUBSEQUENT FLIGHT TEST DATA AND REPUBLISHED BY LAC. PROJ HQ AGREES THAT DUE TO TEMPERATURES, CLIMB AND DESCENT RANGES MAY NOT BE ACCURATE AS PORTRAYED IN THE FLIGHT PLAN. ARE YOUR COMMENTS IN THESE PARAGRAPHS PROPOSING/RECOMMENDING CHANGES TO THE EXISTING A/R PROFILE (FIG 3, CHAP III, OF TAC DOCTRINE)?

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4. REF PARA 3B OF REF B:

FUEL DECISION POINT ABEAM HAINAN ISLAND WAS INTRODUCED AS DECISION POINT TO BE USED AS NECESSARY TO ARRIVE KADENA WITH 10,000 LBS. PROJ HQ DESIRES THAT IT CONTINUE TO BE USED IN THIS MANNER.

5. REF PARA 4 OF REF B:

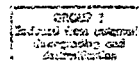
NOTED. MAKES GOOD SENSE TO TAKE ADVANTAGE OF BETTER
TO START CC
CLIMB PERFORMANCE AND GET HOME WITH MORE FUEL PROVIDED
MISSION REQUIREMENTS NOT JEOPARDIZED.

6. FYI, PROJ HQ CONVENES A FORMAL CRITIQUE THREE DAYS AFTER EACH OPERATIONAL MISSION IS FLOWN. DURING HQ CRITIQUE, APPROPRIATE STAFF MEMBERS RECAP ALL ASPECTS OF THE MISSION. THIS ACCOMPLISHED WITH DATA AVAILABLE; I.E., SC&DM, PILOT BRIEF/ DEBRIEF TAPES, [REDACTED], FILM, RCM REPORTS, ETC.

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- A. UNDERLYING PURPOSE OF THIS FORMAL REVIEW IS
IMPROVED OPERATION AND PRODUCT IMPROVEMENT.
- B. IF NOT ALREADY BEING DONE, REQUEST SIMILAR FORMAL
MISSION CRITIQUE/REVIEW BE ACCOMPLISHED AT KADENA.

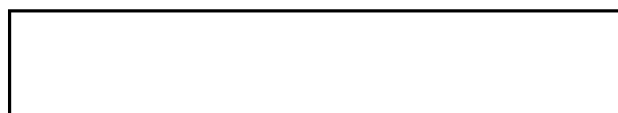
END OF MESSAGE

SSD/R&D LSK
D/M [Signature]
Commo [Signature]

Oxe PLAS R.D.K

25X1A

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WILLIAM E. SHELTON
D/O/OSA
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